



# *USER OPERATING INSTRUCTIONS*

## *REAR WEBBING TIE-DOWNS*

*OR01, OR02, OR09, OR10, OR11*  
*ORS01, ORS02*

Read instructions carefully before use and follow them for correct use.  
It is recommended that training be given on the proper use of this product.

Retain this manual for future reference.

Please include it with the product in the event of transfer to new users.

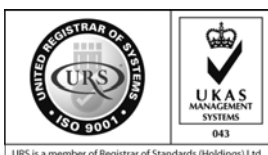
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**UI2053A**

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## A. LIMITATIONS OF USE

1. Unwin rear combined webbing restraint are designed to secure the rear of the wheelchair when facing forward in the vehicle and must be used as instructed.
2. In addition to the details given in these Instructions, users of Unwin rear tie-downs must refer to the wheelchair manufacturer's 'Instructions For Use in Transport' for full details of tie-down attachment points on the wheelchair, plus any other specific instructions relating to use in transport.
3. Wheelchair users and their carers must make sure that their wheelchair is recommended for use in transport, including any 'add-on' components such as power tilt or recline options.
4. To secure the a wheelchair for transport, it must have a front and a rear tie-down.
5. An occupant restraint system will be required when the wheelchair is occupied by a passenger whilst in transport. (See Unwin Instructions UI2055 for Occupant Restraint Systems).
6. Unwin products are extensively tested using Unwin Rail and Solo anchors and our full warranty applies to Unwin equipment fitted and used in accordance with our instructions.
7. The development of Unwin wheelchair tie-downs is a continuous process. Applications are added on a regular basis. Contact Unwin Safety Systems for full updates or look on Unwin's website.

## B. GENERAL GUIDANCE

1. Wheelchair Accessories that have not been approved by the Wheelchair Manufacturer must be removed from the wheelchair and secured in the vehicle during transport to reduce the potential for injury. Refer to 'Instructions For Use in Transport' provided with the wheelchair or contact wheelchair manufacturer for further guidance.
2. Please read this manual before using Unwin rear tie-downs .
3. Regular inspection of all parts is recommended and the equipment should be used only if all components are in good condition.
4. Replace equipment when the webbing becomes cut, contaminated or frayed.

5. Any restraints which have been subjected to a crash situation should, in the interest of safety, be replaced immediately.
6. Do not attempt to modify the equipment. If there is a problem please contact Unwin Safety Systems.
7. Avoid contact with corrosive liquids and keep the webbing away from sharp edges. Care should be taken to prevent contamination of the webbing with polishes, oils and chemicals.
8. If the proposed installation cannot be made to comply with the following requirements, please contact Unwin Safety Systems.

## C. BEFORE USING THE REAR TIE-DOWNS

1. Ensure that the wheelchair is correctly maintained and that settings of any adjustable parts are made according to 'Instruction for Use in Transport'.
2. Remove any items of luggage that may be attached to the wheelchair and secure or store separately during transport in order to reduce the potential for injury to other passengers travelling in the vehicle.
3. Extra care must be exercised when using vehicle boarding aids such as passenger lifts or ramps during the loading process. Refer to 'Instructions For Use' for information on safe slopes.
4. Position the wheelchair facing forward - centrally in the designated region of the vehicle.  
**Ensure wheelchair brakes are applied.**
5. To minimise the potential for head injuries in an impact, allow a clear space of at least 400 mm behind and 650 mm in front of the head of the wheelchair user. The shoulder belt anchorage must be side-wall anchored at a height level with or above occupant shoulder level.
6. A height provision ranging from 1200mm to 1550mm should be made, depending on the size of the passenger. There should also be 200 mm of clear space either side of the wheelchair. If these clear space dimensions cannot be provided then any structure protruding into this space should be adequately padded.
7. Wheelchair users, their carers and family are advised to check vehicle specifications to ensure that sufficient floor space is available to accommodate the wheelchair and the tie-down system. Users of heavy powered wheelchairs are also advised to check vehicle carrying capacity. If in doubt consult vehicle supplier for further details.

## D. FITTING ORo1, ORo2

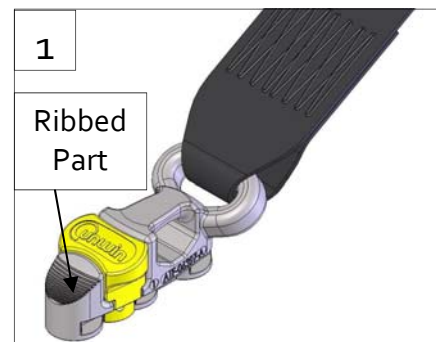
ORo1



ORo2



1. The front wheelchair tie-down should be secured first, before any rear restraints are fitted.
2. To attach the above rear straps into the rail, align feet of the ATF with the cut-out sections of the rail and locate into rail.
3. Press on ribbed part of the ATF (Fig 1) and push firmly towards the wheelchair until the yellow clip drops and locks into place. Install the second clip. The position of this must be in line with the first. **IMPORTANT: Check the clips are fully engaged on both sides.**
4. Release the over-centre buckle.
5. Attach the karabiner or tongue & buckle to the rear wheelchair frame to create an angle of approximately 45 degrees. Pull the webbing through the over-centre buckle, removing the slack.
6. With free hand begin to close the buckle (Fig 2) and once the webbing is retained fully close the buckle using both hands.
7. Finally re-secure free webbing end onto the Velcro stowage point.
8. The occupant restraint must now be fitted, please refer to the appropriate user instructions.



### To remove the rear tie-downs:

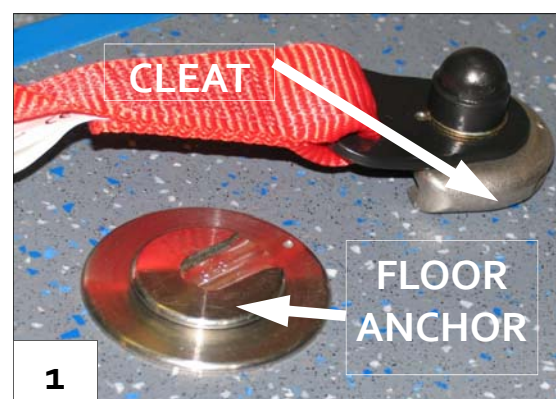
1. Before removing the rear tie-down, ensure the occupant restraint has been taken off. Refer to the appropriate user instructions.
2. Ensure the wheelchair's brakes are applied.
3. Release the over-centre buckle on the rear straps, loosen the webbing and remove the karabiner or tongue & buckle from the wheelchair frame. Close the over-centre buckle and replace webbing to Velcro.
4. Lift the yellow retaining clip fully and pull away from the wheelchair to remove the rear strap from the rail. Repeat operation with opposite strap.
5. The front straps should now be removed, please refer to the appropriate user instructions.

## E. FITTING ORSo1



Patent GB2355437, US6869260, AU775895

1. The front wheelchair tie-down should be secured first, before any rear restraints are fitted.
2. Attach ORSo1 onto the rear anchor points by aligning the button within the cleat, to the slot on the floor anchors (Fig 1).
3. Slide the cleat fully home (Fig 2), rotate the assembly through 90°.
4. Remove the webbing from the Velcro and release the over-centre buckle.
5. Attach the karabiner fixings to the wheelchair frame creating an angle of about 45°.
6. Pull the webbing through the over-centre buckle until tight.
7. With free hand begin to close the buckle, once the webbing is retained, fully close the buckle using both hands.
8. Finally re-secure the free webbing end onto the Velcro stowage point.
9. The occupant restraint must now be fitted, please refer to the appropriate user instructions.



### **To remove the rear tie-down:**

1. Before releasing the wheelchair tie-down, remove the occupant restraint. Please refer to the appropriate user instructions.
2. Ensure the wheelchair's brakes are applied.
3. Release the over-centre buckle on the rear strap, loosen the webbing and remove the karabiner from the wheelchair frame. Close the over-centre buckle and replace webbing to Velcro.
4. Turn the cleat back through 90° to release and slide it off of the floor anchor point. Repeat operation with opposite strap.
5. The front straps should now be removed, please refer to the appropriate user instructions.

## F. FITTING OR09 and OR10



### *Fitting the Combined Systems - Wheelchair Tie-down:*

1. The front wheelchair tie-down should be secured first, before any rear restraints are fitted.
  2. Place the combined rear webbing restraint into the rail behind the wheelchair. **It is acceptable to use the restraint either for left hand or right hand use. The double inertia reel should be fitted to the rail adjacent to the 3<sup>rd</sup> point anchorage.**
  3. Lift the double locating plunger and slide into the rail, by pushing the bar slightly forward or backward until the plunger drops and locks into place. Repeat with other bar. **IMPORTANT: Check that both bars are positioned exactly opposite each other, they are secured and the plungers are fully dropped.**
  4. Remove the webbing from the Velcro and release the over-centre buckle.
  5. Attach the karabiner or tongue & buckle fixings to the wheelchair frame to create an angle of about 45°.
  6. Pull the webbing through the over-centre buckle until tight. With free hand begin to close the buckle (Fig 1), once the webbing is retained fully, close the buckle using both hands.
  7. Re-secure the Velcro.
  8. The occupant restraint must now be fitted.
- Unwin recommends the use of a 3 point occupant restraint system to provide greater protection in case of an impact. However we also recognise that some vehicle layout/ designs or specific postural or medical conditions do not allow that style of seatbelts to be used easily.
  - This system is not ISO 10542 compliant if used in 2 point configuration.
  - Before fitting the occupant restraint, ensure that the reversible stalk orange button is facing outside in relation to the wheelchair. If the reversible stalk orange button faces inside, turn the stalk 180° to sit in the right position.



### *Fitting the Combined System - 3 Point Occupant Restraint*

#### **Wheelchairs without armrests or with armrests removed**

1. Position the third point fixing into the wall rail so that it is vertically above the inertia reel casing fixed onto the floor fixing.
2. Release the third point tongue from the buckle.
3. Pull the black webbing upwards and unfasten the tongue from the red webbing buckle.



4. Position the black webbing to form the lap belt and insert the tongue into the stalk.
5. Ensure that the lap belt lays low on the pelvis of the occupant, running as close as possible over the hips on both sides.
6. Remove the black plastic cover on the red shoulder belt tongue and fit into the third point fixing.
7. Position the red webbing to form the shoulder belt and insert the buckle into the tongue (Fig 2).
8. Adjust the height of the shoulder belt to clear the occupant's shoulder by approximately 25mm (1 inch).

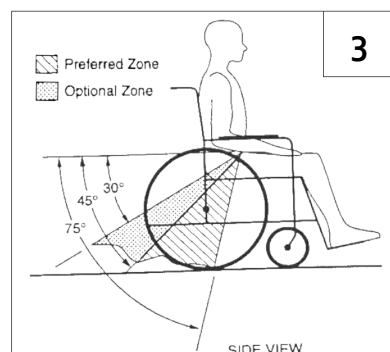


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### ***Wheelchairs with fixed armrests***

1. Position the third point fixing into the wall rail so that it is vertically above the inertia reel casing fixed onto the floor fixing.
2. Release the third point tongue from the buckle.
3. Pull the black webbing upwards and unfasten the tongue from the red webbing buckle.
4. Position the black webbing to form the lap belt, threading it through the armrests if necessary and insert the tongue into the buckle stalk.
5. Ensure that the lap belt lays low on the pelvis of the occupant, running as close as possible over the hips on both sides.
6. Remove the black plastic cover on the red shoulder belt tongue and fit into the third point fixing.
7. Position the red webbing to form the shoulder belt and insert the buckle into the tongue.
8. Adjust the height of the shoulder belt to clear the occupant's shoulder by approximately 25mm (1 inch).

**It is essential that the lap belt anchor point should be positioned to achieve belt angles of 30° or more to the horizontal and preferably between 45° and 75° in order to fit low across the pelvis and/or over the upper thighs to reduce the possibility of the seat belt loading the abdomen (Fig 3).**



3

### ***Fitting the Combined Systems - 2Point Occupant Restraint***

#### **Wheelchairs without armrests or with armrests removed**

1. Ensure the Comfort Clip is released (Fig 4) and press the buckle to release the lap belt.
2. Pull the metal tongue on the black webbing upwards to release the webbing from both inertia reels.
3. Position the webbing across the occupant with the black webbing forming the lap belt and the red webbing forming the shoulder belt.
4. Insert the tongue fixed to the black webbing into the stalk buckle. Adjust for comfort by raising the webbing on the shoulder by two finger widths, unlock the Comfort Clip to take up the slack, then re-lock the clip so that it rests on the reel cover.



4

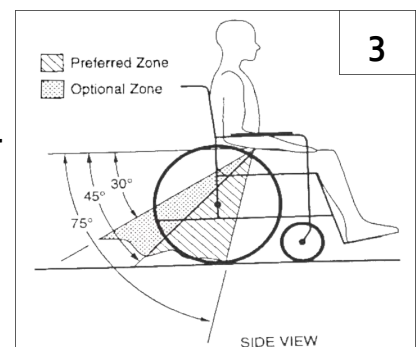
## *Fitting the Combined Systems - 2 Point Occupant Restraint*

### **Wheelchairs with fixed armrests**

1. Ensure the Comfort Clip is released (Fig 1) and undo the buckle to separate the lap and shoulder belts.
2. Position the black webbing around the occupant's pelvic area, threading it through the armrests if necessary and fit the metal tongue into the stalk buckle.
3. Pull all of the red webbing out of the inertia reel and secure with the Comfort Clip.
4. Position the shoulder belt on the occupant at about mid shoulder point (Fig 2).
5. Adjust for comfort by raising the webbing on the shoulder by two finger widths, unlock the Comfort Clip to take up the slack, then re-lock the clip so that it rests on the reel cover.



**It is essential that the lap belt anchor point should be positioned to achieve belt angles of 30° or more to the horizontal and preferably between 45° and 75°, in order to fit low across the pelvis and/or over the upper thighs to reduce the possibility of the seat belt loading the abdomen (Fig 3).**



### **To remove the Combined Rear Tie-Down:**

1. If required, release the Comfort Clip
2. Release the red shoulder belt from the lap belt section, then if applicable, from the third point fixing and carefully allow the shoulder belt to return to the retractor.
3. Disconnect the black lap belt from the buckle stalk on the aisle side and carefully allow the lap belt webbing to return onto its retractor.
4. Connect the shoulder belt buckle to the lap belt tongue above the opening of the retractor box.
5. Before releasing the restraint ensure the wheelchair brakes are applied.
6. Keeping control, release the over-centre buckle on the rear strap, loosen the webbing and remove the karabiner or tongue & buckle fixings from the wheelchair frame. Close the over-centre buckle and return webbing to Velcro.
7. Lift the rear restraint plunger and remove from rail. Repeat operation with opposite fitting.
8. The front straps should now be removed, please refer to the appropriate user instructions.



OR<sub>11</sub>



### *Fitting the Combined Gemini System - Wheelchair Tie-down:*

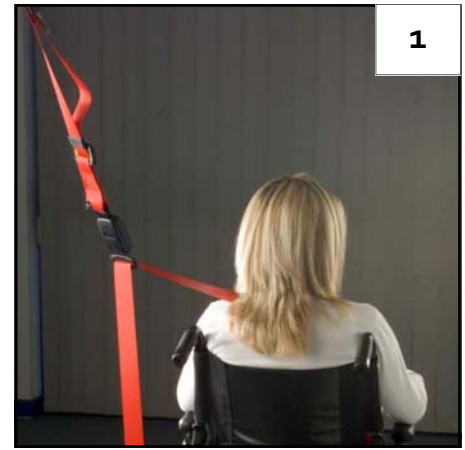
1. The front wheelchair tie-down should be secured first, before any rear restraints are fitted.
  2. Place OR<sub>11</sub> rear combined webbing restraint into the rail behind the wheelchair. **It is acceptable to use restraint either for left hand or right hand use. The double inertia reel should be fitted to the rail adjacent to the 3<sup>rd</sup> point anchorage.**
  3. Lift the double locating plunger and slide into the rail, by pushing the bar slightly forward or backward until the plunger drops and locks into place. Repeat the operation with other bar. **IMPORTANT: Check that both bars are positioned exactly opposite each other, they are secured and the plungers are fully dropped.**
  4. Remove the webbing from the Velcro and release the over-centre buckle.
  5. Attach the karabiner to the wheelchair frame to create an angle of about 45°.
  6. Pull the webbing gently through the over-centre buckle to remove any slack. Close the buckle using both hands and re-secure the Velcro. (Fig 1).
  7. The occupant restraint should now be fitted.
- Unwin recommends the use of a 3 point occupant restraint system to provide greater protection in case of an impact. However we also recognise that some vehicle layout/ designs or specific postural or medical conditions do not allow that style of seatbelts to be used easily.
  - This system is not ISO 10542 compliant if used in 2 point configuration.
  - Before fitting the occupant restraint, ensure that the reversible stalk orange button is facing outside in relation to the wheelchair. If the reversible stalk orange button faces inside, turn the stalk 180° to sit in the right position (Fig 2).



## *Fitting the Combined Gemini System - 3 Point Occupant Restraint*

### **Wheelchairs without armrests or with armrests removed**

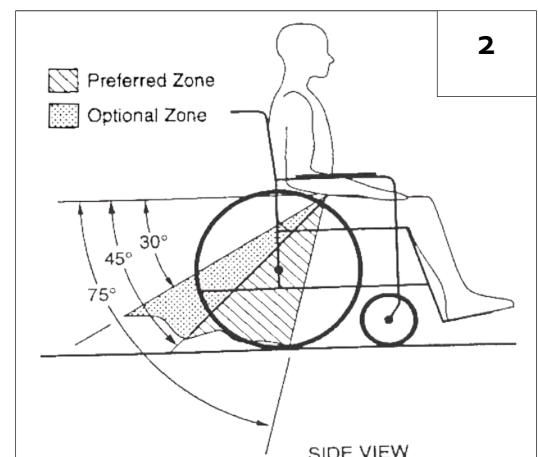
1. Position the third point fixing into the wall rail so that it is vertically above the inertia reel casing fixed onto the floor fixing.
2. Release the third point tongue from the buckle.
3. Pull the black webbing upwards and unfasten the tongue from the red webbing buckle.
4. Position the black webbing to form the lap belt and insert the tongue into the buckle stalk.
5. Ensure that the lap belt lays low on the pelvis of the occupant, running as close as possible over the hips on both sides.
6. Remove the black plastic cover over the red shoulder belt tongue and fit into the third point fixing.
7. Position the red webbing to form the shoulder belt and insert the buckle into the tongue (Fig 1).
8. Adjust the height of the shoulder belt to clear the occupant's shoulder by approximately 25mm (1 inch).



### **Wheelchairs with fixed armrests**

1. Position the third point fixing into the wall rail so that it is vertically above the inertia reel casing fixed onto the floor fixing.
2. Release the third point tongue from the buckle.
3. Pull the black webbing upwards and unfasten the tongue from the red webbing buckle.
4. Position the black webbing to form the lap belt, threading it through the armrests if necessary and insert the tongue into the buckle stalk.
5. Ensure that the lap belt lays low on the pelvis of the occupant, running as close as possible over the hips on both sides.
6. Remove the black plastic cover over the red shoulder belt tongue and fit into the third point fixing.
7. Position the red webbing to form the shoulder belt and insert the buckle into the tongue.
8. Adjust the height of the shoulder belt to clear the occupant's shoulder by approximately 25mm (1 inch).

**It is essential that the lap belt anchor point should be positioned to achieve belt angles of 30° or more to the horizontal and preferably between 45° and 75° in order to fit low across the pelvis and/or over the upper thighs to reduce the possibility of the seat belt loading the abdomen (Fig 2).**



## *Fitting the Combined Gemini System - 2Point Occupant Restraint*

### **Wheelchairs without armrests or with armrests removed**

1. Ensure the Comfort Clip is released (Fig 3) and press the buckle to release the lap belt.
2. Pull the metal tongue on the black webbing upwards to release the webbing from both inertia reels.
3. Position the webbing across the occupant with the black webbing forming the lap belt and the red webbing forming the shoulder belt (Fig 4).
4. Insert the tongue fixed to the black webbing into the stalk buckle. Adjust for comfort by raising the webbing on the shoulder by two finger widths, unlock the Comfort Clip to take up the slack, then re-lock the clip so that it rests on the reel cover.



### **Wheelchairs with fixed armrests**

1. Ensure the Comfort Clip is released (Fig 3) and undo the buckle to separate the lap and shoulder belts.
2. Position the black webbing around the occupant's pelvic area, threading it through the armrests if necessary and fit the metal tongue into stalk buckle.
3. Pull all of the red webbing out of the inertia reel and secure with the Comfort Clip.
4. Position the shoulder belt on the occupant at about mid shoulder point (Fig 4).
5. Adjust for comfort by raising the webbing on the shoulder by two finger widths, unlock the Comfort Clip to take up the slack, then re-lock the clip so that it rests on the reel cover.



**It is essential that the lap belt anchor point should be positioned to achieve belt angles of 30° or more to the horizontal and preferably between 45° and 75°, in order to fit low across the pelvis and/or over the upper thighs to reduce the possibility of the seat belt loading the abdomen (Fig 2).**

### **To remove the Combined Rear Tie-Down:**

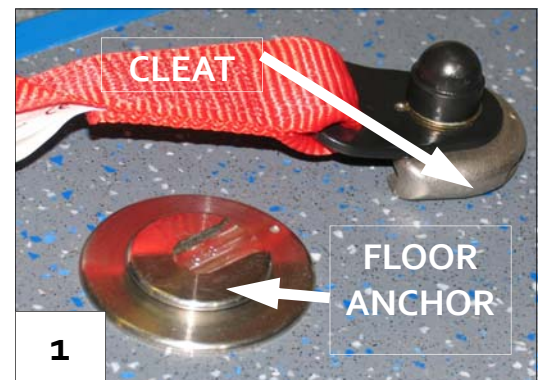
1. If required, release the Comfort Clip
2. Release the red shoulder belt from the lap belt section, then if applicable, from the third point fixing and carefully allow the shoulder belt to return to the retractor.
3. Disconnect the black lap belt from the buckle stalk on the aisle side and carefully allow the lap belt webbing to return onto its retractor.
4. Connect the shoulder belt buckle to the lap belt tongue above the opening of the retractor box.
5. Before releasing the restraint ensure the wheelchair brakes are applied.
6. Keeping control, release the over-centre buckle on the rear strap, loosen the webbing and remove the karabiner from the wheelchair. Close the over-centre buckle and return webbing to Velcro.
7. Lift the rear restraint plunger and remove from rail. Repeat with opposite unit.
8. The front straps should now be removed, please refer to the appropriate user instructions.



Patent GB2355437, US6869260, AU775895

### *Fitting the Solo Rear Combined Webbing System - Wheelchair Tie-down:*

1. The front wheelchair tie-down should be secured first, before any rear restraints are fitted.
2. Attach ORSo2 onto the rear anchor points by aligning the button within the cleat, to the slot on the floor anchors (Fig 1).
3. Slide the cleat fully home (Fig 2) and rotate the assembly through 90°.
4. Remove the webbing from the Velcro and release the over-centre buckle.
5. Attach the karabiner fixings to the wheelchair frame creating an angle of about 45°.
6. Pull the webbing through over-centre buckle until tight. With free hand begin to close the buckle, once the webbing is retained fully close the buckle using both hands.
7. Finally re-secure the free webbing end onto the Velcro stowage point.
8. The occupant restraint should now be fitted.



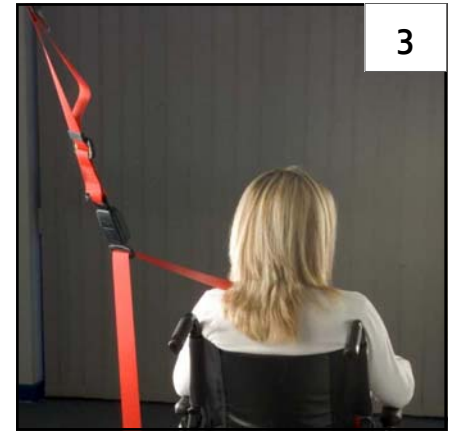
- Unwin recommends the use of a 3 point occupant restraint system to provide greater protection in case of an impact. However we also recognise that some vehicle layout/ designs or specific postural or medical conditions do not allow that style of seatbelts to be used easily.
- This system is not ISO 10542 compliant if used in 2 point configuration.
- Before fitting the occupant restraint, ensure that the reversible stalk orange button is facing outside in relation to the wheelchair. If the reversible stalk orange button faces inside, turn the stalk 180° to sit in the right position.



## *Fitting the Solo Rear Combined Webbing System - 3 Point Occupant Restraint*

### **Wheelchairs without armrests or with armrests removed**

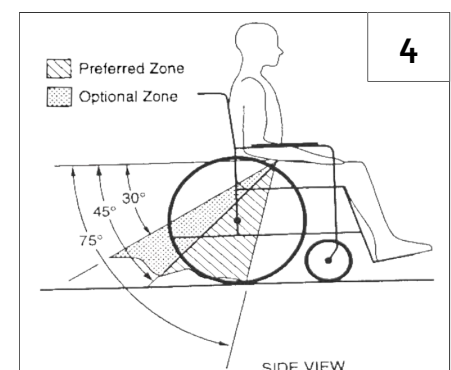
1. Position the third point fixing into the wall rail so that it is vertically above the inertia reel casing fixed onto the floor fixing.
2. Release the third point tongue from the buckle.
3. Pull the black webbing upwards and unfasten the tongue from the red webbing buckle.
4. Position the black webbing to form the lap belt and insert the tongue into the buckle stalk.
5. Ensure that the lap belt lays low on the pelvis of the occupant, running as close as possible over the hips on both sides.
6. Remove the black plastic cover over the red shoulder belt tongue and fit into the third point fixing.
7. Position the red webbing to form the shoulder belt and insert the buckle into the tongue (Fig 3).
8. Adjust the height of the shoulder belt to clear the occupant's shoulder by approximately 25mm (1 inch).



### **Wheelchairs with fixed armrests**

1. Position the third point fixing into the wall rail so that it is vertically above the inertia reel casing fixed onto the floor fixing.
2. Release the third point tongue from the buckle.
3. Pull the black webbing upwards and unfasten the tongue from the red webbing buckle.
4. Position the black webbing to form the lap belt, threading it through the armrests if necessary and insert the tongue into the buckle stalk.
5. Ensure that the lap belt lays low on the pelvis of the occupant, running as close as possible over the hips on both sides.
6. Remove the black plastic cover over the red shoulder belt tongue and fit into the third point fixing.
7. Position the red webbing to form the shoulder belt and insert the buckle into the tongue.
8. Adjust the height of the shoulder belt to clear the occupant's shoulder by approximately 25mm (1 inch).

**It is essential that the lap belt anchor point should be positioned to achieve belt angles of 30° or more to the horizontal and preferably between 45° and 75° in order to fit low across the pelvis and/or over the upper thighs to reduce the possibility of the seat belt loading the abdomen (Fig 4).**



## *Fitting the Solo Combined Webbing System - 2 Point Occupant Restraint*

### **Wheelchairs without armrests or with armrests removed**

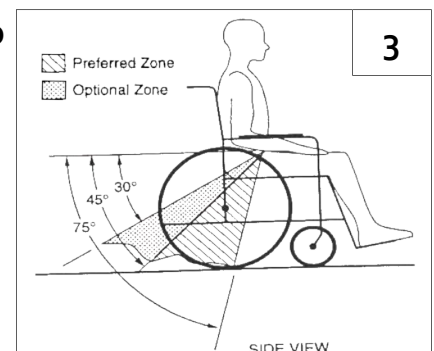
1. Ensure the Comfort Clip is released (Fig 1) and press the buckle to release the lap belt.
2. Pull the metal tongue on the black webbing upwards to release the webbing from both inertia reels.
3. Position the webbing across the occupant with the black webbing forming the lap belt and the red webbing forming the shoulder belt.
4. Insert the tongue fixed to the black webbing into the stalk buckle. Adjust for comfort by raising the webbing on the shoulder by two finger widths, unlock the Comfort Clip to take up the slack, then re-lock the clip so that it rests on the reel cover.



### **Wheelchairs with fixed armrests**

1. Ensure the Comfort Clip is released (Fig 1) and undo the buckle to separate the lap and shoulder belts.
2. Position the black webbing around the occupant's pelvic area, threading it through the armrests if necessary and fit to the metal tongue into the stalk buckle.
3. Pull all of the red webbing out of the inertia reel and secure with the Comfort Clip.
4. Position the shoulder belt on the occupant at about mid shoulder point (Fig 2). Adjust for comfort by raising the webbing on the shoulder by two finger widths, unlock the Comfort Clip to take up the slack, then re-lock the clip so that it rests on the reel cover.

**It is essential that the lap belt anchor point should be positioned to achieve belt angles of 30° or more to the horizontal and preferably between 45° and 75°, in order to fit low across the pelvis and/or over the upper thighs to reduce the possibility of the seat belt loading the abdomen (Fig 3).**



### **To remove the Solo Rear Combined Webbing Systems:**

1. If required, release the Comfort Clip
2. Release the red shoulder belt from the lap belt section, then if applicable, from the third point fixing and carefully allow the shoulder belt to return to the retractor.
3. Disconnect the black lap belt from the buckle stalk on the aisle side and carefully allow the lap belt webbing to return onto its retractor.
4. Connect the shoulder belt buckle to the lap belt tongue above the opening of the retractor box.
5. Before releasing the restraint ensure the wheelchair brakes are applied.
6. Release the over-centre buckle on the rear strap, loosen the webbing and remove the karabiner from the wheelchair frame. Close the over-centre buckle and replace webbing to Velcro.
7. Turn the cleat back through 90° to release and slide it off of the floor anchor point. Repeat the operation with opposite fitting.
8. The front straps should now be removed, please refer to the appropriate user instructions.



## I. EQUIPMENT STORAGE AND MAINTENANCE

1. Store the restraint safely off the floor to avoid damage and ensure that it cannot become a projectile in an accident. This can be achieved by using wall mounted storage rails or a towage box.
2. Regularly inspect the Rear Restraints for damage, wear or malfunction. If any problems are identified replace them immediately.
3. All webbings and components can be cleaned as necessary, but care should be taken to prevent contamination of the webbing with polishes, oils and chemicals.
4. To clean the straps use warm soapy water and a clean soft cloth. Rinse with clear water, and allow to air dry. To disinfect use a mild spray disinfectant and do not use products containing bleach. **Important: when cleaning or disinfecting do not immerse buckles, karabiners or rail fittings in the disinfectant or water.**
5. If the vehicle is involved in an accident when any restraints are deployed, remove them from service and replace immediately. If in doubt please contact Unwin Safety Systems.

## J. PRODUCT RANGE

### Track Fitting

- ORo1: Pair of rear webbing restraint with Tongue & buckle
- ORo2: Pair of rear webbing restraint with Karabiner
- ORo9: Pair of rear combined webbing restraint with Tongue & buckle & 3 Point Occupant Belt
- OR10: Pair of rear combined webbing restraint with Karabiner & 3 Point Occupant Belt
- OR11: Pair of rear combined Gemini restraint with Karabiner & 3 Point Occupant Belt

### Solo Fitting:

- ORSo1: Pair of rear Solo webbing restraint with Karabiner
- ORSo2: Pair of rear Solo combined webbing restraint with Karabiner & 3 Point Occupant Belt

Unwin House • The Horseshoe • Coat Road • Martock •  
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